

IV Streetscape Improvement Plan

4.1 Summary of Planning Activities

Pursuant with the Objectives section of this NCD, the Planning Department has identified the following neighborhood streetscape and parking plan as the most practical and amicable method toward improving the existing street conditions. The current informal parking conditions occurring most notably along the 16th Street *cul de sac* can be said to be the most prominent factor contributing to an



16th Street existing condition



Rendering of the 16th Street/ Lincoln Terrace Shared On-Street Parking Court Concept

overall negative perception for the area. In addressing this issue in a comprehensive manner, staff began to research potential design solutions which could accommodate the existing parking configuration while improving and beautifying the open space experience. The initial premise suggested that the favored method would undoubtedly involve an integration of the private front yard area and the public-right-of-way into a unified and functional space. The most compelling prototype identified was that of the parking court concept commonly utilized throughout Europe and most



A "Woonerf" in Holland

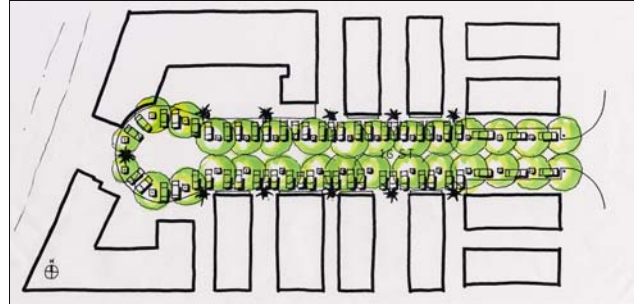
notably in the Dutch “*Woonerf*” or (“Street for living”). This particular street is created to be a common space shared by pedestrians, bicyclists, and low speed motor vehicles. Typically the streets are designed without curbs and sidewalks, and vehicles are slowed by placing trees, planters, parking areas, and other obstacles in the street. Motorists become the intruders and must travel at very low speeds below ten (10) mph. This makes a street available for public use that is essentially only intended for local residents. This approach is particularly appropriate to Lincoln Terrace and 16th Street west of Bay Road because both of these streets are relatively short *cul de sacs*.

The concept was then developed into a series of illustrative renderings to be presented to the property owners with prior affirmation from City officials. It was accepted favorably at all of the neighborhood public meetings and was viewed as a significant and creatively positive component of the proposed Neighborhood Conservation District. Staff has since been further developing the concept interdepartmentally and in coordination with developers to effectively implement this planning strategy so vital to the successful evolution of the proposed district.

4.2 Current Conditions, Purpose and Scope

As stated previously, the proposed Gilbert M. Fein Neighborhood Conservation District consists of a planned unit development of twenty-four (24) low-scale apartment buildings assembled onto two *cul de sac* streets.

The first of the *cul de sac* streets, Lincoln Terrace is characterized by a 30.8’ foot wide right-of-way extending west from Bay Road approximately 255’ feet and terminating in a 50’ foot wide circle. The configuration of the street remains intact today as it was originally constructed with a concrete sidewalk approximately 4” inches



Initial concept plan for the 16th Street shared parking court.



Lincoln Terrace existing condition view west

in height and 18” inches in width flanking both sides of the asphalt roadway. Parking is configured parallel to the curb on both sides of the street thus reducing the effective travel lane to 13.8’ feet or one-way traffic and therefore does not conform to current code standards. In addition to the parallel parking pattern along the street, the bay front terminus is characterized by an expanse of asphalt constructed from the *cul de sac* to the seawall to accommodate private off-street parking.

The second *cul de sac* street, 16th Street is characterized by a 36.9’ foot wide right-of-way extending west from Bay Road approximately 331’ feet and terminating in a 50’ foot wide circle. The current configuration of the street is indicative of a poorly defined edge treatment between the private property zone and the public roadway. The disintegration of this line has over time produced a condition of informal parking, generally perpendicular in orientation, with little regard for landscape improvements or other aesthetic considerations. Furthermore, those bay front properties located at the terminus of the 16th Street *cul de sac* have included additional tandem spaces further generating an unmitigated expanse of asphalt and autos.

The purpose of the planning effort for both *cul de sac* streets will be to refine the existing circulation and better structure the parking patterns while improving the overall aesthetic image of the neighborhood through landscape and hardscape beautification. The reconfiguration for Lincoln Terrace will not be similar to 16th Street because the narrow cross-section of Lincoln Terrace functions in an entirely different manner. The primary effort will be to bring Lincoln Terrace into Code compliance with regard to travel lane width and to beautify the roadway and its terminus through landscape, hardscape and public access to the bay front. With regard to 16th Street, the planning and design initiative will be to formalize and



16th Street recent view east.



16th Street informal parking condition.

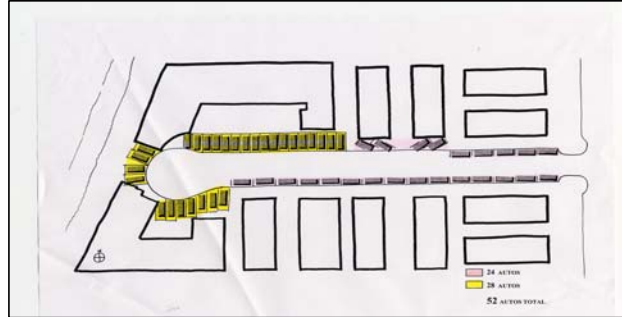
BAY FRONT CUL-DE-SAC PARKING SURVEY 07.31.02						
	9:30am	1:00pm	4:30pm	8:00pm	11:30pm	Average
16 th Street	48	41	41	46	57	47*
Bay Road	19	19	12	20	25	19
Lincoln Terrace	35	31	34	48	49	39
Total	102	91	87	114	131	105
* Parking count for courtyard concept on 16 th Street is 53 autos total.						

beautify the existing perpendicular off-street parking configuration utilizing the European parking court concept.

4.3 Analysis and Recommendations

In collecting the necessary data for this project, two factors needed to be addressed in order to achieve a viable plan. The first involved accepting the reality that autos must be accommodated into the plan to a high degree based on both legally *permitted* and existing *non-permitted* conditions. The second factor involved the accommodation of that number into an efficient and aesthetically pleasing arrangement. Referring to the chart on the preceding page, a windshield survey of the parking conditions along both streets was performed at several times throughout the mid-week day of Wednesday and the findings suggested that the highest counts occurred in the evenings after 11:00 pm. In this regard, the task then centered on accommodating as many of the 57 autos associated with 16th Street at peak hours into a parking plan which would equitably and attractively permit to some degree the existing configuration. To this end, a review of the City's building permit records revealed that only two properties did indeed have *permitted* off-street parking in the front yard setback; generally two (2) spaces, and that all other off-street spaces were in fact *not permitted*. The exception was that of the waterfront properties which had a total of 28 *permitted* spaces but over time had informally increased that number to 36 through the addition of tandem spaces. All other spaces were originally to be on-street, therefore bringing the total legal count to 52.

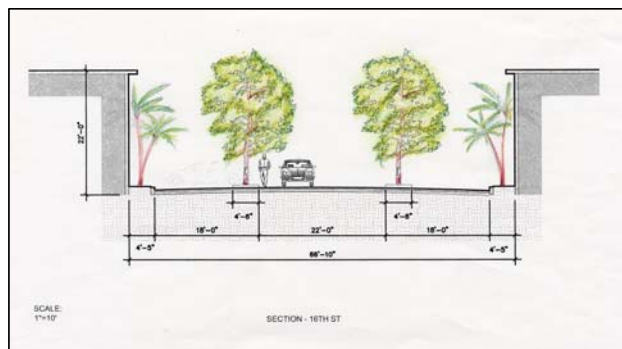
In creating a concept plan for 16th Street the ideal would have called to restore the 15' feet of landscaped lawn areas to the front yards of all of the buildings. Instead, the intention was to foster the economic viability of the existing structures by taking a more practical view toward parking in this dense urban environment (see *Property Ownership and Parking Analysis Data* -



Permitted parking layout
(yellow indicates parking associated with 1445-1470 16th St. Street)



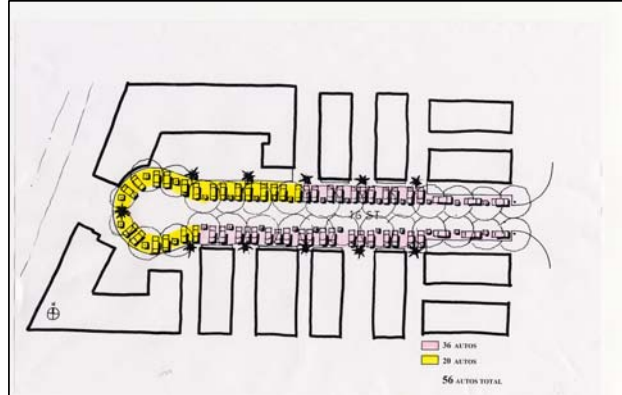
City of Miami Beach aerial atlas, 1959.



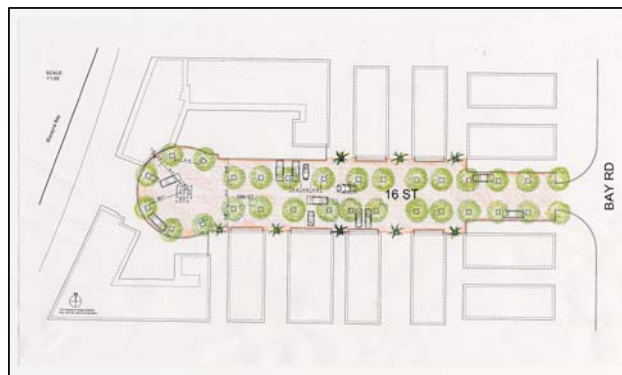
Proposed 16th Street cross section.

Appendix 7.2) and thereby embracing, to a certain extent, the existing pattern of perpendicular parking. The logic of this approach was further based on findings from research into aerial photos of the neighborhood which revealed that parking had been occurring in this manner as early as 1959; effectively the beginning of the development. In particular, the 1959 aerial photos suggests that the layout was very similar to that of today except that it was more formalized in terms of a definition between public and private zones.

In developing the parking court concept, staff devised a technique whereby the entire street cross-section from building face to building face would be comprehensively planned to efficiently accommodate and beautify the neighborhood streetscape. The concept would involve a hardscaping technique in which the roadway would be designed with the same decorative approach as that of the off-street parking area. Not unlike the existing condition, this would require a shared approach to the open space realm whereby some of the public improvements might be accommodated on private property and conversely some of the private improvements accommodated on public property. It is important to note that with this proposed scheme the creation of landscaped areas adjacent to the building and interspersed within the parking zones is crucial to the success of the concept. Therefore, the integration of medium canopy trees in tree wells fortified with structural soil and located at regular intervals, not to exceed 25' feet on center, is required to provide the desired street tree canopy. Furthermore, pedestrian level street lighting for both streets which is compatible in design with the existing *MIMO* architectural style of the District shall be installed at regular intervals within the decorative paver roadway and off-street parking areas. Decorative pavers, set in sand where appropriate, have been identified as the ideal hardscape material for both streets because they are durable,



Shared Parking Layout "A"
(Perpendicular parking at 16th Street-end)



Shared Parking Layout "B" with Traffic Circulation
(Parallel parking at 16th Street-end)



Recent design development rendering of the 16th Street shared parking court.

pervious and attractive and the selected pattern shall, like the pedestrian street lighting, also be compatible with the existing *MIMo* architectural style of the District.

Finally, although the initial concept design has been viewed favorably at all neighborhood meetings and public hearings there remain several issues impacting the final design with regard to the permitting, public easement and funding aspects of the project. These issues will be carefully resolved through the design development and construction document phases of the project.

4.4 Statement of Intent Regarding Traffic Concurrency Mitigation Fees and Parking Impact Fees

It is the intention of this NCD ordinance to identify and collect funds toward the design development, construction and maintenance of the aforementioned neighborhood streetscape improvement scenario. Said funds may include any and all portions of fees associated with traffic concurrency, parking impact mitigation and development review order exactions collected from private redevelopment projects within the Gilbert M. Fein NCD.

V. FIGURE INDEX

(available upon request)

VI. BIBLIOGRAPHY

(available upon request)

VII. APPENDICES

(available upon request)

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